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# Introduction

*The 30-Year Plan for Greater Adelaide* (first prepared in 2010) describes our plan for how Adelaide should grow to become more liveable, competitive and sustainable.

The policies and strategies included in the 2010 Plan have resulted in a number of actions – both ‘on the ground’ and within planning reform.

This Update builds on the strong foundations of the Plan and updates its vision where needed to ensure that the development of Greater Adelaide continues to respond to emerging challenges and opportunities.

The Update has been refined and improved thanks to the many submissions and practical suggestions received during the community consultation process.

**Successful cities  
don't happen  
by accident.  
They need long-  
term strategic  
planning,  
coordinated  
action and  
sustainable  
investment.**

# Our 30-Year Plan

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In 2010, we released a bold vision for how Greater Adelaide would look and feel in 30 years time.

*The 30-Year Plan for Greater Adelaide (2010)* focused on creating a new walkable urban form with a pronounced shift away from continuing our urban sprawl to building a more liveable, competitive and sustainable region (Figure 1.1).

The Plan prioritised the revitalisation of existing neighbourhoods, concentrated new development around transit corridors, and proposed new mixed-use precincts to bring jobs, services and public transport closer to where people will live. It also recognised that we could not afford to continue sprawling north and south of what is already an elongated metropolitan footprint. Instead we must look to urban renewal as the means of finding new spaces and places to live.

A set of 14 principles were developed in 2010 to help shape the key policies and actions required to deliver our vision (Figure 1.2). Our commitment to these objectives and principles remains unchanged.

Since its introduction, the 30-Year Plan has had a marked impact on how Greater Adelaide has grown and significant policy directions have already been implemented (Figure 1.3).

We have unlocked an unprecedented level of private investment in the CBD and inner metropolitan areas through the introduction of planning reform, place making initiatives and pre-lodgement services. We have also driven design excellence through the appointment of a South Australian Government Architect and the establishment of the Office for Design and Architecture South Australia.

Our commitment to managing growth within our existing urban footprint has seen a significant increase in the ratio of infill development compared to fringe development in Greater Adelaide and more than 350 public open spaces, streets and places have benefited from our stronger focus on improving the public realm.

There is now also a healthy land supply within a diverse range of housing markets as well as suitable employment lands to support our long-term growth. There are more housing options giving people choice about where they want to live – an apartment in the city through to a traditional detached house in a variety of locations.

We also recognised the importance of preserving our agricultural lands by introducing an addendum to the Plan in 2013 to ensure the heritage and cultural significance of the Barossa Valley and McLaren Vale regions were preserved for future generations. But while we have made tremendous progress, much work remains.



# Our 30-Year Plan

This Update keeps what is contemporary about the 2010 Plan and updates it where needed. It also incorporates much of what we have learnt from engaging in conversations with local councils, government agencies, peak bodies and community stakeholders.

While reinforcing the Plan's objectives and principles, the Update strengthens our focus on:

- supporting Greater Adelaide's new urban form
- reinforcing and enhancing Adelaide's reputation as a liveable and vibrant place
- facilitating good design outcomes that ensure new development positively contributes to existing neighbourhoods
- protecting and recognising our heritage
- providing affordable and diverse housing choices for different household types and lifestyles
- creating healthy neighbourhoods that promote cycling, walking and public life
- delivering a more connected and accessible Greater Adelaide
- supporting economic development and unlocking investment
- maximising the efficient use of infrastructure
- valuing our natural environment and enhancing biodiversity
- ensuring a diverse range of quality public open space and places
- mitigating against and adapting to our changing climate
- protecting and securing our water resources
- building our resilience to hazards and disasters.

Several of the more challenging questions arising from development within existing urban areas have also been addressed, including:

- how can these suburbs grow in a way that is acceptable to communities?
- how do we ensure neighbourhoods contribute positively to our quality of life by improving our access to quality public transport, community services, public open spaces and employment?
- how can we manage interface issues between higher densities and traditional low density suburbs rich with valued character and heritage?

Our vision cannot be achieved in isolation therefore the Update also outlines opportunities where land use planning can partner with other strategic levers for Greater Adelaide, including transport, education, environment and public health.

Figure 1.1 Objectives of the Plan

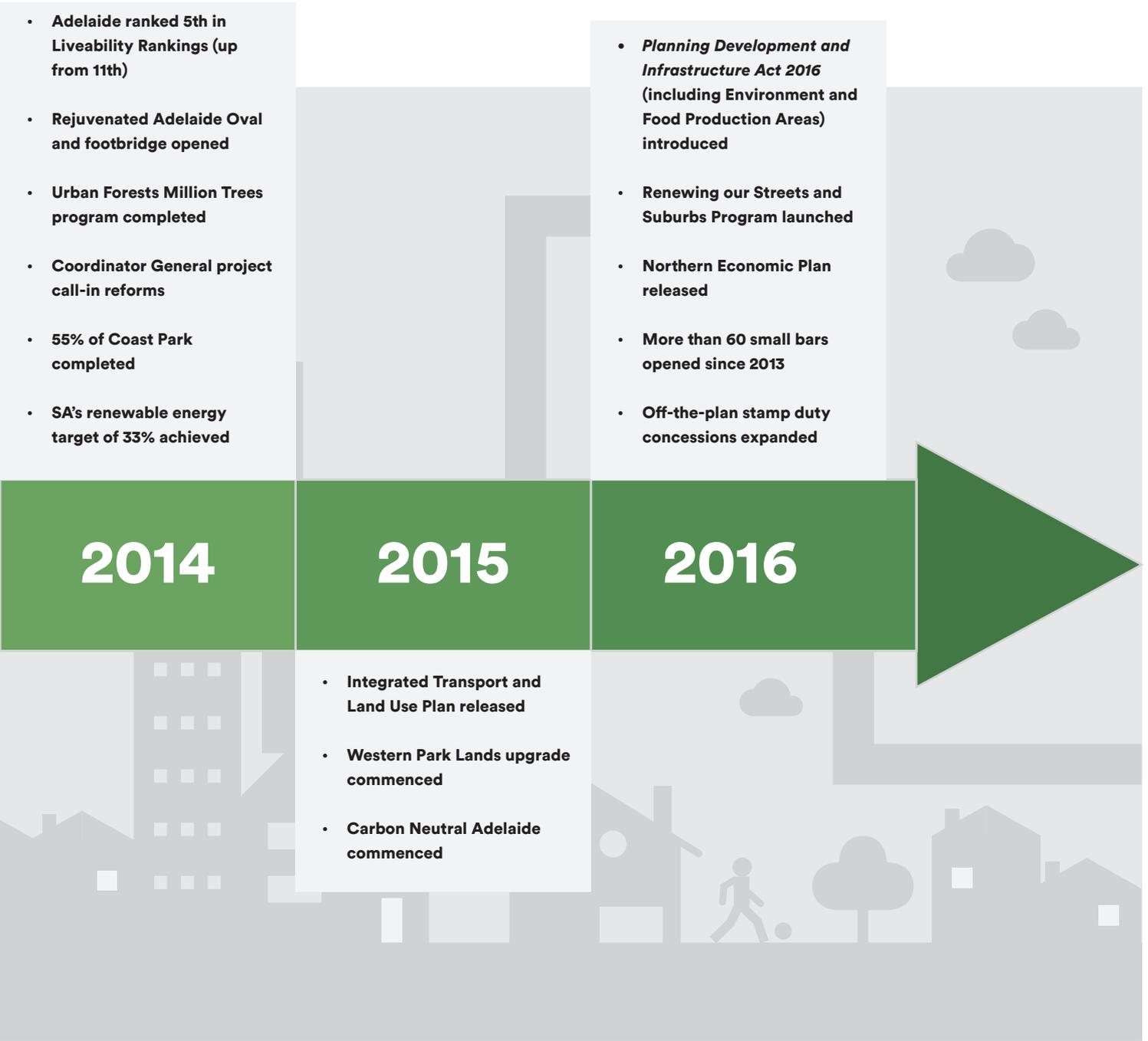


Figure 1.2 Principles of the Plan



Figure 1.3 Key achievements of the 30-Year Plan so far





# City shaping

## Our vision for the new urban form

Greater Adelaide is one of the most liveable regions in the world. So, how will this updated 30-Year Plan help make it even better for those of us living here now and in the future?

Firstly, we need to talk more about the future shape and form of Greater Adelaide. How can Adelaide grow up and not out and in a way that suits local context and needs? We don't want tall buildings everywhere and we want to protect and build on the character we value. Yet we also want to contain our urban footprint.

To achieve this, the CBD will continue to be the primary focus of our new walkable urban form, with more residents and mixed-use development envisioned. As we move to a new way of living in and along the city's edge, the Adelaide Park Lands will become the new backyard and meeting place for locals and visitors.

Metropolitan Adelaide will be one to three storeys, complemented by four to six storeys along key transport boulevards that connect the city to the suburbs. Of course, there will be areas where taller buildings are envisioned such as the CBD, Glenelg foreshore, parts of the edges of the Park Lands, large redevelopment sites, and areas where the interface with surrounding suburbs can be well managed. Challenges such as overlooking, access to sunlight and car parking will be addressed.

New tram networks will connect the city to the suburbs through corridors that provide new lifestyle options. These main streets will feature three to four storey mixed-use buildings with shops, cafes and restaurants on the ground level. New residential design guidelines will ensure the sensitive transition between the

bustling activity of main streets and the rest of the neighbourhood is done in a way that gives back to the existing community.

Local neighbourhoods will generally be one to two storeys and will support an increased diversity of housing types (including affordable housing options) to better meet our changing demographics and needs. This will give older people more opportunities to 'age in place' and give young people the chance to get their foot on the housing ladder.

This requires encouraging alternative housing types (the 'Missing Middle'), in addition to our plentiful supply of detached houses and multi-storey apartments. Alternative housing types include next generation granny flats, row terraces and laneway housing. New development will build on and enhance local valued character. Neighbourhoods will offer a wide range of services that can easily be reached on foot or bicycle, including schools, health care providers, shops, parks, sports facilities and public transport.

New housing will be focused in areas close to existing and new high quality public transport infrastructure. Our new compact urban form will be supported by continued improvements to our public transport system such as the electrification of the rail lines and the building of a new tram network. This will be supported by ride-sharing initiatives, electric vehicles and emerging technologies such as driverless cars. Less reliance on private vehicles will





reduce the requirements for car parking. This will shape our city by reducing the need for large expansive ground level car parks which use up valuable real estate.

Greater emphasis will be placed on the quality of our public open spaces and streets. They will connect people with nature, support social interaction, and be walking and cycling friendly. The need to promote green infrastructure as an essential component of the new urban form will be recognised. These healthy walkable neighbourhoods will be an integral part of our new urban form and support the increased uptake of cycling and walking.

The Environment and Food Production Areas and Character Preservation Areas legislation will protect our valued primary production areas and their supporting townships from urban encroachment. The historic character of our townships will continue to be protected while population growth to support the sustainability of local small businesses and community infrastructure will be encouraged. New urban fringe growth will occur only within designated urban areas and township boundaries and will make efficient use of existing infrastructure.

Does this mean that all of Greater Adelaide will change? The answer is no, there will be areas where there is limited or no change. Change will be focused where it best suits. Local area planning will be undertaken so that this high level vision is grounded in local context and needs. Communities will play a greater role in determining how their city develops through involvement at the early stages of planning.

# Why the Update?

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When we launched the 30-Year Plan in 2010, key data was used to help formulate policies to realise our vision for a more liveable, competitive and sustainable Greater Adelaide. This Update responds to the latest data sets available.

There was also a need to take stock of our achievements to date and identify any new challenges that may have presented themselves since the Plan was first released.

The 2010 Plan has therefore been adjusted and recalibrated to respond to new information, updated trends and our progress so far.

The review of the 2010 Plan also revealed the importance and opportunity to better align its targets with its strategic directions. Accordingly, the targets have been refined to focus more strongly on measuring the delivery of the new walkable urban form, whilst also protecting environmental and productive land, and mitigating and adapting to climate change.

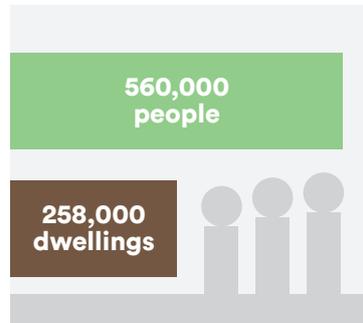
## Responding to our growth in population

The population of Greater Adelaide is growing but at a slower rate than anticipated in 2010. Overseas immigration and the rate of natural increase have declined. Interstate migration from South Australia also continues to be significant, with a high rate of young people leaving to pursue careers in other states. This Update aims to help make Adelaide a place where young people want to stay and pursue a career and family.

The revised population growth scenario is that Greater Adelaide will grow by up to 545,000 people\* (almost 350 per week) by 2045. This will result in a total population of almost 2 million people. An additional 248,000 dwellings (nearly 8300 per year) will be required to house this growth. Refer to Figure 1.4.

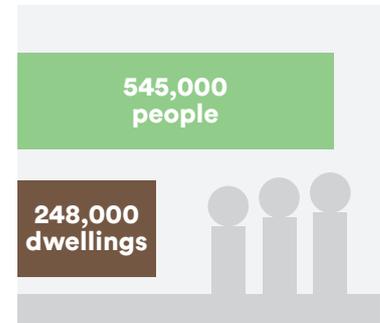
**Figure 1.4 High population growth scenarios**

### 2010 Plan Growth Scenario



**1.35 million total population in 2010**  
**1.84 million projected to 2036**

### 2017 Update Growth Scenario



**1.43 million total population in 2016**  
**1.97 million projected to 2045**

The Update continues to use a high population growth scenario. This is to account for the often long lead times required to establish new communities

and renew existing suburbs. Quite simply, we want to be prepared for the challenges that the future might bring.

## Reflecting the needs of our changing households

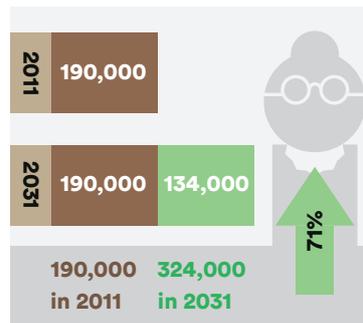
Greater Adelaide has more people aged over 65 than the Australian average and its share of this age group is also growing faster than the national average. The number of group, lone-person, single-parent and couple-without-children households has also increased and this trend is expected to intensify.

We need to give older people more opportunities to 'age in place' and to give young people the chance to get their foot on the housing ladder in a variety of locations.

These trends indicate that the demand for well-designed smaller accommodation, aged care and age-in-place options (located next to services, public transport and shops) will continue to increase.

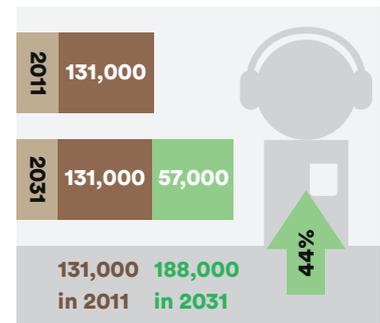
**Figure 1.5 Population and household trends\*\***

### The number of people aged 65+ is growing



This Update seeks to better enable additional housing types (the 'Missing Middle') beyond our plentiful supply of three or more bedroom detached houses

### The number of single person households is growing



and multi-storey apartments. The Update also facilitates better designed buildings and improved access to public transport and amenities.

\* Based on the population projections approved by Cabinet for land-use planning purposes in July 2015.

\*\* Source: ABS

# Why the Update?

## Enabling more housing choices

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Adelaide's spread to the north and south of the city has dominated housing growth in recent decades, but more recently there is a trend towards new housing preferences – row and terrace houses, units and apartments in high amenity and accessible locations. This reflects the different housing requirements and preferences of contemporary family types.

### Shortage of infill opportunities close to public transport, jobs and services

Around the world there is an increasing demand for housing in close walking distance to public transport, shops and services. This is now a real competitive edge in attracting capital for the knowledge economy and retaining a young and talented workforce.

In the past decade in Greater Adelaide, a large amount of development has occurred at major infill broadhectare sites such as Mawson Lakes and Northgate. Now the challenge is to identify new development opportunities within established suburbs. Currently, the zoning in many of these areas restricts any increase in the number of housing types (e.g. medium density) being built near jobs and services. This Update supports a review of the relevant planning policies to enable greater density developments in these locations, where appropriate.

### Supporting affordable housing options

We need to ensure that Adelaide maintains its housing affordability advantage compared to other states. When measuring affordability, it is important to recognise that household costs relate not only to the actual purchase cost of the home but that other aspects of daily life must also be considered. These include transport costs, which are the second largest component of household expenditure. Consequently, the total 20-year cost per household (factoring in interest payments and travel costs) can be significantly higher for people living in the outer metropolitan areas compared to those living in inner and middle rim suburbs.

To reduce transport costs and to increase affordable living options, this Update facilitates the development of walkable neighbourhoods. These are neighbourhoods that provide close and convenient access by foot, bike or public transport to local services, shops, primary schools and public open space.

**Ensuring our land supply is in the right locations**

Land available in the right places and at the right time provides certainty to the property industry, stabilises land markets, supports population growth, and nurtures sustainable and healthy communities through the provision of a range of housing options.

To achieve these outcomes, the 2010 Plan targeted a 15-year supply of zoned urban land on the fringe and through infill and renewal opportunities. This was in recognition of the long lead time required to bring land to market and the need to ensure that land supply can respond quickly to housing demand. It also helps avoid spikes in house prices that impact on affordability and the state’s competitive advantage.

**The 2010 Plan’s dwelling infill target has already been met**

Analysis of emerging trends and evidence suggests that greater numbers of people are choosing to live closer to the city in varied forms of housing. This has meant that there has been less pressure than assumed on the fringe and in townships.

Currently, approximately 76 per cent of Greater Adelaide’s new housing growth is in established suburbs.

**We now have more fringe broadhectare land than needed**

The 2010 Plan assumed that an average of 400 hectares of broadhectare land would be consumed annually. However the average annual consumption has been only 306 hectares over the past ten years, and only 236 hectares over the past five years. In 2014/15, actual broadhectare consumption was 236 hectares, consistent with the five-yearly average.

**Figure 1.6 Residential infill ratio**



Due to a substantial structure planning and rezoning process over the last five years we now have well in excess of 15 years of zoned broadhectare land. In fact, we now have more than 20 years of zoned broadhectare land in metropolitan fringe and township locations.

**We are achieving higher dwelling yields**

The average gross dwellings yield from broadhectare land was assumed to be 10 lots per hectare (lph) in the 2010 Plan. However, there has been less land supply consumed than expected under these assumptions. The actual average gross dwelling yield from broadhectare land has however been higher at 11.1 lph with many new greenfield sites achieving in excess of 14 lph.

Therefore if more dwellings are built per hectare and the consumption is lower, the amount of land required to support the

Update’s dwelling growth scenario will be less.

On this basis, there is currently sufficient land designated for greenfield development but the supply of land for major infill requires further attention. In line with this data, the scope for the expansion of the Roseworthy Township has been contained. Further expansion of greenfield sites will be driven by market need and proximity to supporting infrastructure. The Government will continue to monitor and regularly report on land supply across the region to ensure that adequate supply is maintained into the future.

**Recent major development projects range from 14.5 lph at Seaford Meadows and 47 lph for parts of the Mawson Lakes project.**

# Why the Update?

## Protecting our valuable agricultural, tourism and environmental assets

The *Planning, Development and Infrastructure Act 2016* (PDI Act) introduced legislated Environment and Food Production Areas (EFPAs) to protect our food bowl, tourism assets, valuable rural areas, landscape values and environmental resources, and to guide Adelaide’s future urban form.

In response to this Act, this Update focuses on enabling new development within our existing urban footprint. By doing so, we will help create opportunities for housing choice; reduce costs to new homebuyers; protect our iconic agricultural landscapes; ensure jobs are available and accessible;

and reduce the burden on taxpayers for future infrastructure.

It is important that we maintain Adelaide’s unique qualities as a city conveniently located a relatively short distance from an international airport, one of Australia’s largest stretches of coastline, world-renowned wine regions and unique landscapes. We are already being recognised for our foresight in doing this. There is growing concern in Sydney and Melbourne that they are losing their valuable food production areas and their populations are being further dispersed from their workplaces.

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In 2013-14 the agriculture, food and wine industries contributed **\$17.1 billion** to the State economy, employed **1 in 5 workers** and accounted for more than **40% of our merchandise exports**

”

1



The world demand for food will rise by **70% by 2050**

2

## Supporting our public transport investment

Since the release of the 30-Year Plan in 2010, the State Government has launched the *Integrated Transport and Land Use Plan* (ITLUP), which supports a compact urban form underpinned by a network of quality trams and public transport.

To support public transport investment such as the AdeLink tram network, it is vital that Greater Adelaide's population growth is concentrated close to key existing and planned public transport routes. Currently metropolitan Adelaide's population density is amongst the lowest in Australia with an average of fewer than 1400 people per km<sup>2</sup>. Cities around the world with successful public transport networks have an average

population density of at least 3000 people per km<sup>2</sup>.

Facilitating high quality design and new innovative housing types is important to ensure that increased density can be accommodated close to public transport while also conserving the character of areas that the community values.

The density required to support a viable transport network can be achieved in metropolitan Adelaide by promoting a more compact urban form; allowing mixed land use; encouraging better design and prioritising walking and cycling infrastructure.

**Greater density does not mean height. Density can be achieved without high-rises as seen in cities such as Paris, Barcelona and Vienna, and in established suburbs such as Carlton in Melbourne, Paddington in Sydney and Parkside in Adelaide.**



# Why the Update?

## Growing our economy and competitiveness

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### Unlocking economic development and jobs

This Update seeks to ensure that we have modern planning policies that support new industries, while allowing traditional strengths in areas such as primary production, tourism, mining and defence to continue and prosper. Where possible, we must also help stimulate the economy by removing barriers to business growth, accelerating approval processes, and ensuring our regulations support opportunity rather than create burdens. We will enable this to occur through a new performance based system to be implemented under the PDI Act.

### Smart City - embracing emerging trends

Throughout the world patterns of production and employment are changing as manufacturing and export dynamics alter and the knowledge and service sectors evolve and grow in importance. We must respond to these shifts in global and local economies to ensure our economic competitiveness.

We also need to embrace new trends and technologies as the low carbon economy drives competition between cities for investment, business and workers. These global trends will change how we live, work and commute.

Advances in connected and autonomous technologies will fundamentally change the way we move around our cities and our car ownership patterns. These technologies also provide great opportunities to improve the social inclusion of people who may otherwise have limited mobility and allow them to become more active and productive members of our community. As these technologies advance we will need to reimagine how we design our urban form and infrastructure requirements.



## Dealing with interface issues through good design

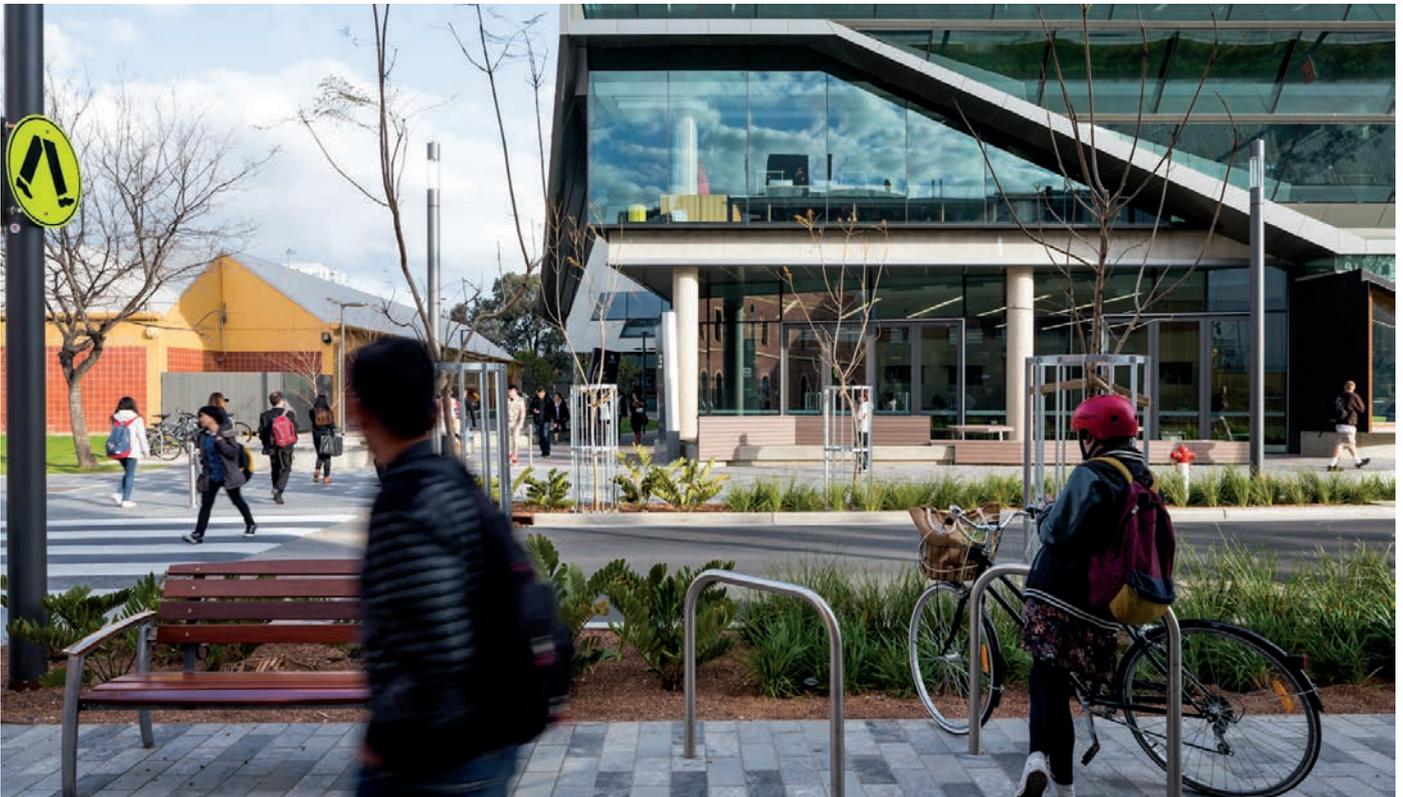
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There are many benefits in enabling new population growth to be accommodated within our existing urban footprint. However, there are also challenges to face, such as managing interface issues between higher densities and traditional low density developments. To manage these challenges, high quality design principles are embedded in the new PDI Act to ensure new development positively contributes to existing neighbourhoods. The new Planning and Design Code will also play an important role in implementing these principles.

Residential design guidelines, along with an expanded design review panel process, will be implemented to ensure

that development is well designed and integrated into existing areas. Local area planning will also be undertaken to ensure that interface issues are adequately managed in the local context. These plans will also identify the appropriate locations for:

- medium and high rise buildings
- sensitive infill and areas of protection
- where there should be minimum and maximum height levels.



# Why the Update?

## Developing healthy and walkable neighbourhoods

The role and value of public open space is becoming increasingly important as living patterns within Greater Adelaide change. More people are choosing apartments rather than houses and many new houses have small backyards. Ensuring access to quality green spaces and places for recreation, health and wellbeing is vital.

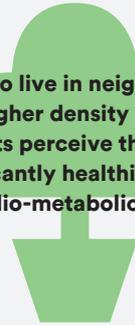
Our streets (which represent about 80 per cent of public space in modern cities) are often changing as well and, in many cases, becoming destinations in their own right, especially in higher density neighbourhoods. We must therefore

recognise streets as hubs for commercial activity and social interaction, not just as transportation routes dominated by cars. There will be many opportunities in Adelaide to increase cycling and walking uptake because three-quarters of daily trips are predicted to be short journeys (three to six kilometres).<sup>3</sup>

The general infrastructure scheme and the design standards identified in the PDI Act will help facilitate the development of these neighbourhoods.

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**People who live in neighbourhoods with a higher density of trees on their streets perceive themselves to be significantly healthier and have fewer cardio-metabolic conditions.**



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4



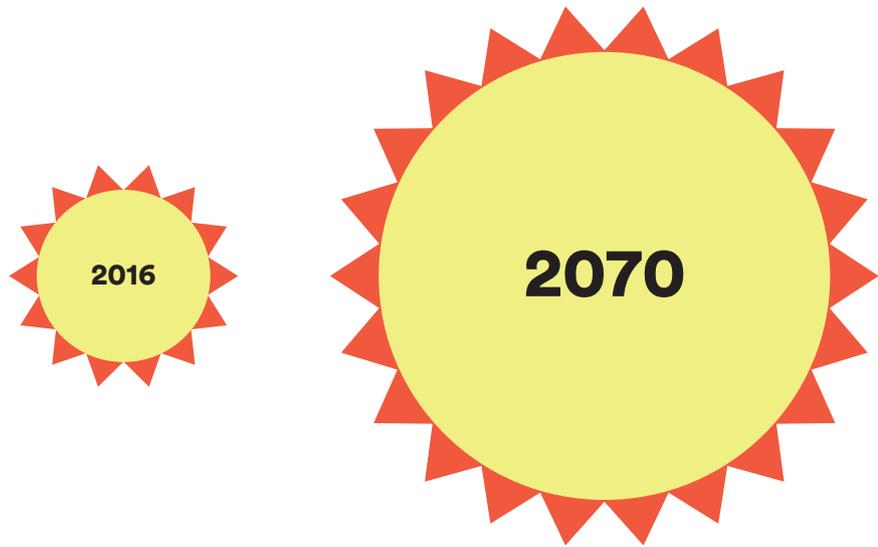
### Strengthening our response to climate change

Good urban planning can help reduce Greater Adelaide’s greenhouse gas emissions and better equip us to cope with the impacts of climate change. A compact urban form integrated with more transport options will reduce our reliance on cars. Improving the thermal efficiency of buildings and building design will also help reduce our energy consumption. It is important to acknowledge that climate-smart development reduces energy cost and hence the cost of living.

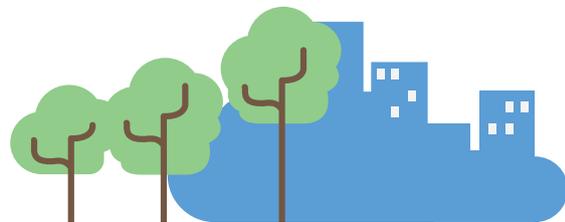
This Update supports the implementation of the *SA Climate Change Strategy 2015-2050* through strengthening our commitment to the delivery of a walkable, compact urban form that encourages walking, cycling and the use of public transport. Such climate-smart development reduces emissions, supports green industries and green infrastructure, and enables the better management of water. This includes the increasingly important need to green our streets and urban environments so that

our city is cooler and we live in a healthier environment. To support this, the State Government and Adelaide City Council have committed to making Adelaide City the world’s first carbon neutral city.

## Cooling our cities



Adelaide’s average number of hot days above 35° is predicted to increase by up to 47 days per year by 2070.



Despite our hot, dry climate, we can mitigate the urban heat island effect by growing our urban tree canopy and retaining water in urban landscapes.

# Why the Update?

## Responding to the transformation of our planning system

### The Planning, Development and Infrastructure Act 2016

Since the 30-Year Plan was developed in 2010, the *Planning, Development and Infrastructure Act 2016* has been enacted.

The Act's role is to support and enhance the state's liveability and prosperity in ways that are ecologically sustainable and meet the diverse needs and expectations of our communities by creating an effective and enabling planning system.

In particular, the Act promotes high standards for the built environment by embedding quality design standards into the planning system. The Act also creates infrastructure schemes which will ensure infrastructure needs are identified and costs calculated and locked in, before developments can begin. The new Act also recognises the key role that planning plays as an important economic driver of our state.

### Better Community Engagement

Early engagement with communities will be a central feature of the new planning system to ensure that we better meet the expectations of our citizens. A new Community Engagement Charter will be developed to enable people to exercise genuine influence over the process of developing the plans and policies that will shape their communities.

### Culture change and improved practice

The new planning system will emphasise building culture and practice that is responsive, service-oriented and driven by professionalism.

The State Planning Commission will work with councils, developers and professionals to identify and drive efforts to institute a high-performance culture to ensure this happens.

This is because a planning system will only ever be as good as the people working within it. It is essential that a new system be founded on a culture that emphasises performance monitoring and improvement and empowers professionals who work in it to deliver the best outcomes, not simply to control processes.

**We recognise the need to put people at the centre of urban planning to create and revitalise communities by developing high quality places that bring people together.**



# Summary of what we heard

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The Department consulted widely on the Update with professionals, peak bodies, industry groups and community members.

A comprehensive pre-release engagement program was undertaken to help shape the draft Update before it was released for 8 weeks of community consultation in August 2016. A wide-ranging program of conversation-style forums and other engagement activities were undertaken with key stakeholders.

The draft Update received widespread support for being more accessible and easier to read. In general, the policy themes were embraced and the policies and actions supported.

The bulk of the feedback sought further detail about how the Update would be implemented, governed and monitored within the new planning system.

Having a smaller number of targets was generally supported; however detailed suggestions were received on how to further refine these. There were also requests for additional and broader targets.

Overall, the majority of the feedback received fell under the following key themes:

- Targets
- The role of the Update in the new planning system
- Regionally specific policies
- Policy themes, policies and actions
- Implementation plan

**For more information about the feedback, the engagement process and how this finalised Update has responded, please see the Community Engagement Report.**

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# The role of the Update within the new planning system

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*The 30-Year Plan for Greater Adelaide*, which is a volume of the South Australian Planning Strategy under the Development Act 1993, will become a Regional Plan under the PDI Act.

The 2017 Update is a transitional plan that provides a bridge between the old and new planning systems. Importantly, the Update provides some of the key actions needed to assist with the delivery of elements of the new planning system.

Refer to Figure 1.7 for how the Update fits into the new planning system under the PDI Act 2016.

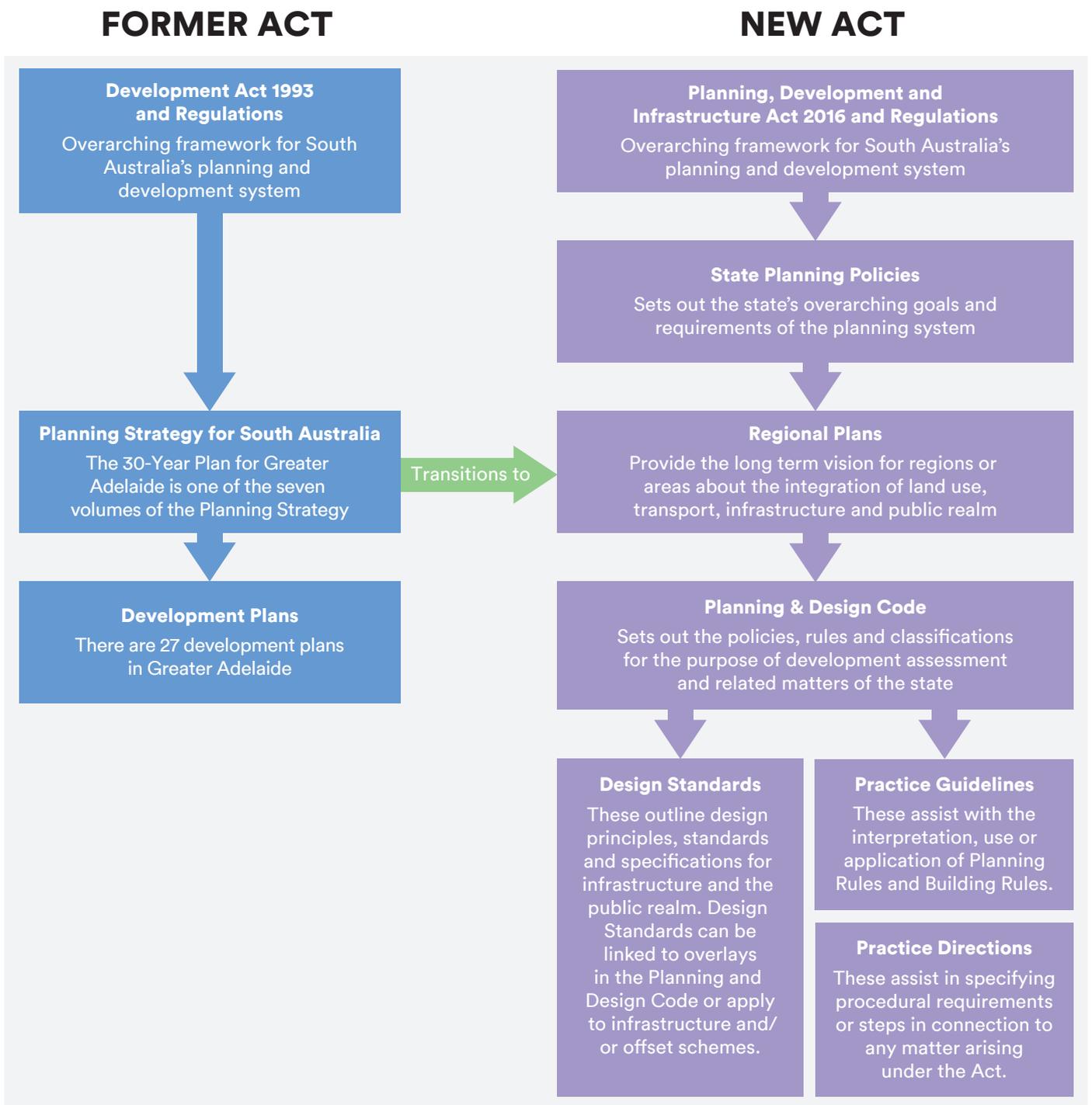
Under the new system, the state will be divided into planning regions. Sub regions may also be established by the Governor. Regional Plans will be prepared by the State Planning Commission for each designated planning region. Where a joint planning board has been established for an area of the state, the Regional Plan will be prepared by the joint planning board. A joint planning board will be established once an agreement is entered into by the Minister and another entity (for example, a council).

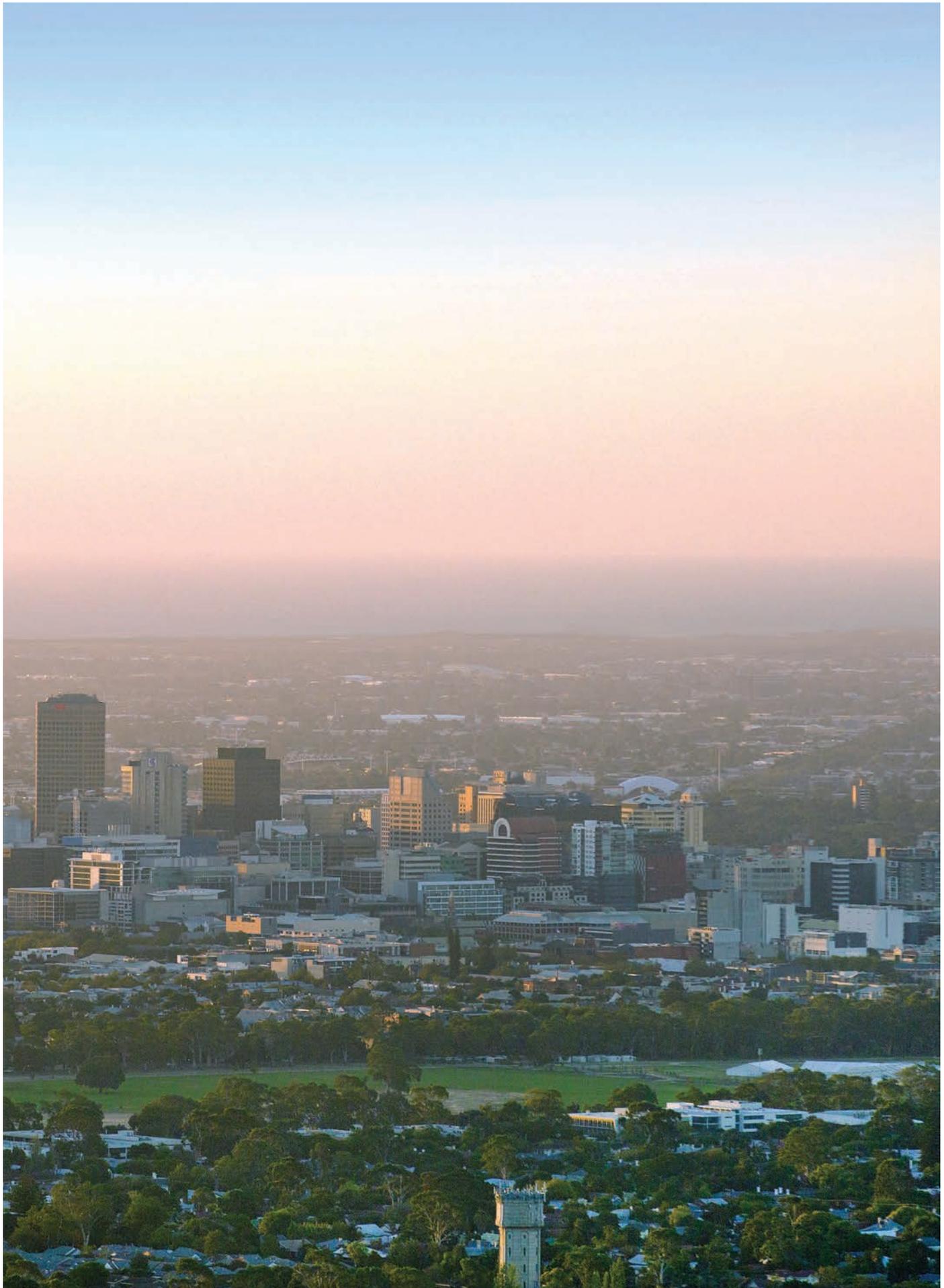
Regional Plans will need to be consistent with any State Planning Policy and can include structure plans, master plans, concept plans or other similar documents, to illustrate the long term vision for the relevant region or sub region.

**This 30-Year Plan Update will ensure that the new tools and governance system introduced by the PDI Act are harnessed, including the new Planning and Design Code, Design Standards and State Planning Policies.**

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**Figure 1.7 How The 30-Year Plan for Greater Adelaide fits into the PDI Act 2016**





**Map 1 — Greater Adelaide Region**

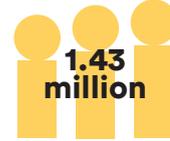
An area of



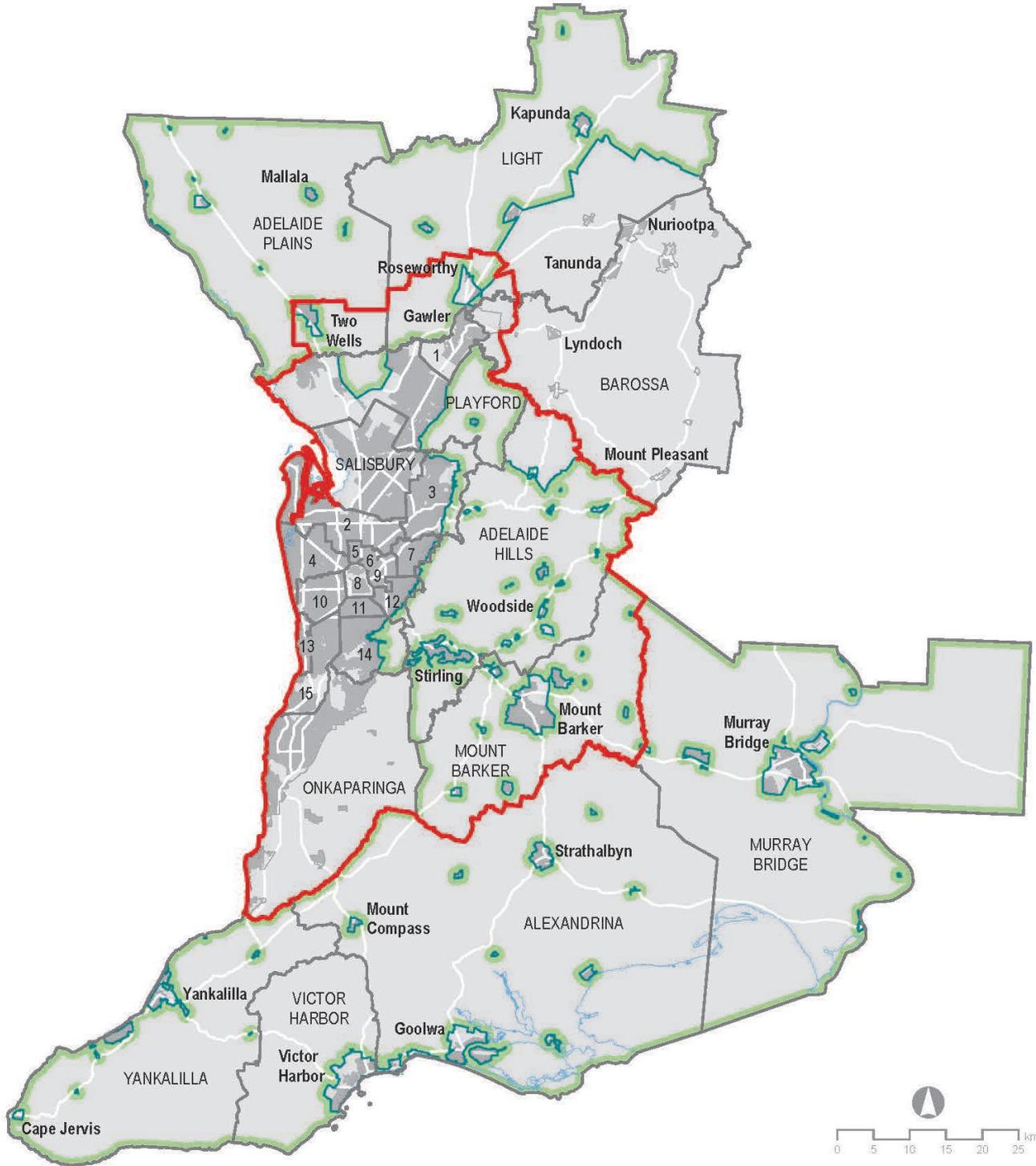
from Victor Harbor  
to Kapunda is



population of



contains



PLN ID: 5223

- Greater Adelaide Planning Region
- Greater Adelaide Capital City Statistical Area - ABS (Metropolitan Adelaide)
- Environment and Food Production Areas

- Local government areas constituting the Greater Adelaide Planning Region
- Local government boundary

- |                  |                 |
|------------------|-----------------|
| 1 Gawler         | 9 Norwood       |
| 2 Port Adelaide  | 10 West Torrens |
| 3 Tea Tree Gully | 11 Unley        |
| 4 Charles Sturt  | 12 Burnside     |
| 5 Prospect       | 13 Holdfast Bay |
| 6 Walkerville    | 14 Mitcham      |
| 7 Campbelltown   | 15 Marion       |
| 8 Adelaide       |                 |

# How to read this Update

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This Update has been prepared to ensure the pathways chosen to achieve our vision for Greater Adelaide remain on track, reflect current government policies, and enable us to remain open to new opportunities, innovations and challenges.

With this in mind, as well as refreshing the content, we have taken the opportunity to make the Update more visual, contemporary and easier to read.

Based on feedback from professionals and the community, as well as advice received during the extensive consultation by the Expert Panel for Planning Reform, we have made the Plan more concise by reducing the number of targets, policy themes and policies. In doing so the Update is now easier to benchmark and measure (Figure 1.8).

**Please note:**

**The Barossa Valley and McLaren Vale Character Preservation Addendum to the 2010 Plan will still stand as an addendum to this 2017 Update. Refer to Appendices.**

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**Figure 1.8 Comparison between the 2010 Plan and 2017 Update**

2010 Plan	2017 Update
3 Objectives	3 Objectives (unchanged)
14 Principles	14 Principles (unchanged)
89 Targets	6 Targets
16 Policy Themes	14 Policy Themes
238 Policies	122 Policies
<b>153 Regional Directions</b>	<p><b>No Regional Section</b></p> <p>Note: The local area planning process, a key action in the Update, will spatially identify and reflect the policies and actions at the local level.</p>

## The targets

Six strategic high-level targets now replace the 89 targets established in 2010.

These six targets will provide clearer signposts of where we want to be and allow us to measure our progress better. They are a key tool in determining whether the policies and actions outlined in the Update are effective in delivering the new urban form. Consequently they cover multiple policy themes.

## Policy themes

This Update has reduced the 2010 Plan's policy themes from 16 to 14. This has been achieved by combining the Affordable Housing policy theme with Housing Mix, Affordability and Competitiveness. The Communities and Social Inclusion policy theme has also been merged into Health, Wellbeing and Inclusion. A new Heritage policy theme has been added and the Urban Design policy theme has been renamed Design Quality (Figure 1.9).

## The policies

The Update has refined the Plan's policies from 238 to 122. They build on the foundations of the 2010 Plan by adding to and renewing existing policies where necessary to reflect changing circumstances, new government directions and new initiatives.

Except when linking back to a new or re-emphasised government initiative, the policies seek to provide guidance and direction for planning activities over a broad spatial area rather than at specific locations.

## Our actions

The Update contains 68 short term (1 to 2 years) and medium term (3 to 5 years) actions required to help deliver the policies under each policy theme. Implementing the Update will require the collaboration of the state and local governments, the private and non-profit sectors and individual South Australians.

The process of developing guidelines, codes and standards – as detailed in the actions for the relevant policy themes – will be guided by the principles of the new Community Engagement Charter.

## Other supporting levers

The Update focuses strongly on what can be delivered through land-use planning processes while recognising that planning is often just one element in helping to develop liveable, competitive and sustainable places.

Other levers outside the planning system also need to be pulled to achieve success and, where possible, the Update recognises these and the role that they play in this process.

## Maps

Policies with a substantial spatial element are accompanied by maps. It is important to note that the data captured in these maps is accurate at the time of publication.

The Integrated Transport and Land Use Plan (ITLUP) is a key supporting document to the maps in this Update. The State Government is currently undertaking further investigations to support the implementation of the AdeLink tram network and an updated bus framework. Therefore the 2017 Update captures the current planned and committed public transport infrastructure, identified in ITLUP, whilst acknowledging that this may change in the future.

## Measuring our progress

An annual implementation plan and report card will be released to track progress.

Figure 1.9 Our policy themes



Figure 1.10 The indicative geography used in the targets



PLN ID :5272

# Our targets

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These six high level targets will help measure our progress on delivering the new urban form and how Greater Adelaide will become a more liveable, sustainable and competitive place.

Part 3 outlines these targets in detail.

1



### Containing our urban footprint and protecting our resources

1.1 - 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045

1.2 - 90% of all new housing in Outer Greater Adelaide will be built in established townships and designated urban development areas

**Baseline**

1.1 - 76%  
1.2 - 88%

**Method**

Annual dwelling count data

4



### Walkable neighbourhoods

Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and Outer Metropolitan\* Adelaide by 25% by 2045

**Baseline**

Inner Metro: 73%  
Middle Metro: 53%  
Outer Metro: 30%

**Method**

A multi-criteria analysis (through GIS)

\*Established urban areas, including townships in Outer Metropolitan Adelaide

2



**More ways to get around**

60% of all new housing in metropolitan Adelaide will be built within close proximity to current and proposed fixed line (rail, tram, O-Bahn and bus) and high frequency bus routes by 2045

**Baseline**  
40.2%

**Method**  
GIS analysis of dwellings built and proximity to public transit

3



**Getting active**

Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 30% by 2045

**Baseline**  
Inner Metro: 24%  
Middle Metro: 14.4%  
Outer Metro: 9.1%

**Method**  
ABS data

5



**A green liveable city**

Urban green cover is increased by 20% in metropolitan Adelaide by 2045

**Baseline**  
27.28%

**Method**  
Survey/aerial photography

6



**Greater housing choice**

Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045

**Baseline**  
Metropolitan Adelaide: 75% of new dwellings are detached houses  
Townships: 90% of new dwellings are detached houses

**Method**  
Analysis of dwelling count data (rolling 5 year average)